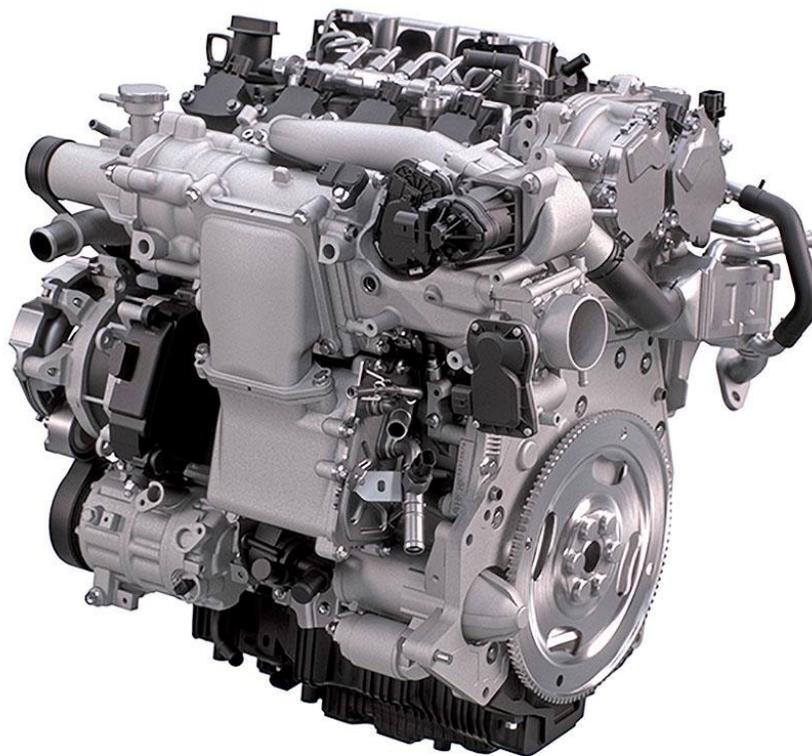


# Mazda has fine ambitions for future gasoline engine

January 31 2018, by Nancy Owano

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We get it. Car-makers say they are on board for a next chapter in the electrification of cars and they have teams dedicated to developing cars toward that end. Well-known brands are looking at alternative-fuel solutions such as hybrid or all-electric. It seems as if the internal

combustion engine will be on its way out.

But wait. Mazda's engineers have been thinking about the future, aka Skyactiv-3. gasoline-powered vehicles could be around longer than you imagined. As a *PCMag* headline put it, "The Internal Combustion Engine Isn't Going Anywhere Just Yet."

Kyle Hyatt, news and features editor, *Roadshow*, summarized the news. "Mazda announced at a technical conference in Tokyo that if it can bump the [thermal efficiency](#) of its high-compression Skyactiv-G gasoline engines by 27 percent, to a total of 57 percent, that it can reduce carbon emissions by 25 percent, making its [internal combustion engines](#) as clean as electric [vehicles](#)."

*PCMag* columnist Doug Newcomb said, "Mazda has been fine-tuning the good ol' internal-combustion engine (ICE) for better miles per gallon."

Mazda's powertrain chief talked about the future during an automotive technical conference and he called the future engine technology Skyactiv-3.

Mircea Panait wrote on Monday in *autoevolution* that of all the Japanese automakers out there, Infiniti and Mazda were the most [focused](#) on developing internal combustion technology.

Namely, they are working on another generation of Skyactiv high-compression engines, said *Automotive News*.

This is all about the SkyActiv-3 tech. The priority is to boost the thermal efficiency.

Quoted in *Automotive News*, Mitsuo Hitomi, Mazda's managing executive officer in charge of powertrain, said that if Mazda can

increase the thermal efficiency of its third-generation Skyactiv engine by about 27 percent, to 56 percent, it can achieve emissions on a par with an EV.

[David](#) Tracy in *Jalopnik* said it will "offer efficiency levels that could yield overall CO2 output similar to that of some EVs."

When? "Hitomi did not offer a timeline for delivering the Skyactiv-3 [technology](#)," said Hans Greimel, *Automotive News*.

Actually, Mazda's focus on improving fuel efficiency goes back several years. Newcomb said in *PCMag*, "It's been successfully doing this via its Skyactiv technology that was introduced in 2011 and, simply put, uses high compression within an engine's cylinders to increase fuel efficiency as well as [engine](#) output."

Newcomb also said, "Mazda believes ICE engines will play a prominent role in [cars](#) at least until 2050, which is why the automaker hasn't completely climbed on the alt-fuel bandwagon compared to much larger competitors."

Adnan Farooqui weighed in on Tuesday in *Ubergizmo*. "According to a report, Mazda's 56 [percent](#) goal will post a 27 percent improvement in thermal efficiency of existing Mazda engines. It's ambitious to say the least," he said.

Steve Hanley in *Gas2*: "One can only speculate whether such efficient engines might induce the nations who say they want to ban [internal combustion](#) engines to change their [minds](#)."

"While Mazda is co-developing battery cars with Toyota Motor Corp., it has largely focused on [refining](#) performance through its Skyactiv fuel-efficient technology," said Jie Ma in Bloomberg in a January 17 article.

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